PACIFIC FRUIT EXPRESS COMPANY

June News Letter

PAC FRUIT EXPRESS CO.
SACRAMENTO CALIF.

San Francisco, June 13, 1957

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1957			1956		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
May	26,989	1,876	28,865	28,080	2,709	30,789
Jan.-May	131,266	6,379	137,645	140,786	8,610	149,396

The reduction of 6.8% in PFE loadings and 7.9% in total loadings for the first five months as compared with last year is not traffic we can expect to recover later in the year but indicates the need for increased efficiency in all departments if we are to hold our own financially, and the movement of PFEs will have to be watched closely to provide the greatest possible earnings in the circumstances.

CAR SITUATION

Going into June the car situation was very satisfactory; acceptance of foreign cars other than BARs was discontinued at Missouri River junctions on June 4 and at El Paso June 15. The early cut of foreign cars is expected to afford maximum use of PFEs and sharply reduce on-line supply the latter half of June, thus necessitating close attention to distribution on contract lines and to prompt return from eastern unloads.

Crop Conditions

Along Southern Pacific:

Oregon: Light off-season loading consists principally of frozen foods and other miscellaneous items. Rogue River pears are progressing satisfactorily under normal weather conditions.

Northern California: Salinas lettuce which was damaged severely by heavy unseasonable rain during mid-May is showing improved quality as new fields mature; however, production has been light and is not expected to reach normally heavy volume until around June 20. Carrot production is increasing and shipments reaching normal seasonal volume. Kern County potatoes entered peak early in June, which should extend through the 15th, then start gradual decline. Tree fruit harvest is under way in practically all producing sections in Sacramento and San Joaquin Valleys. Current movement consists principally of plums, apricots and peaches, with pears and nectarines to start later in the month. There is an exceptionally heavy crop of peaches while early plums are in lighter supply than last year. Frozen food loading from San Jose and Salinas is running considerably below last year's movement but is holding to good normal volume in Modesto and Sacramento sections.

Southwest District: The light cantaloupe crop in Yuma and Imperial Valleys was further reduced by several days of extreme hot weather early in the month. Shipments are considerably

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lighter than was expected and present indications are that peak period extending through June 22 will not exceed average movement of 150 daily. Citrus loading in Santa Paula-Oxnard area as well as along Pacific Electric is approaching full seasonal volume.

T&NO: Tomatoes from Rio Grande Valley will continue in decreasing volume through June and will commence harvest in East Texas about June 17. Laredo cantaloupes are nearing close of harvest while a small acreage in Eagle Pass should start producing during the last half of June.

Along Union Pacific:

Idaho: Old potatoes continue to move from storage in small amounts. Peaches and cherries were badly hurt by severe winter weather, however, other fruit crops appear to be in good condition and should produce normal movements. Excellent water supplies have been built up in the reservoirs.

Utah: Fruit crops are expected to exceed past 10-year average. Plentiful rains have broken the five-year drouth period in central and southern Utah.

Northwest District. Remainder of last year's apple crop being disposed of and other loadings for June will consist of frozen foods, canned goods, beer and miscellaneous items.

Eastern District: Nebraska and Colorado potatoes are about cleaned up and loadings which are below normal consist mostly of packing house products, dairy products and miscellaneous commodities.

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Mr. E. F. McArdle, District Agent at Omaha, Nebr., will retire June 30. "Doc" entered PFE service in June, 1920 as Inspector, and subsequently held positions as Chief Clerk at Denver, Diversion Clerk Omaha, Service Agent and Traveling Agent before his appointment as District Agent on June 1, 1954.

We extend to "Doc" our best wishes for health and happiness on his well-earned rest.

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Our current car construction program is drawing to a close and should be completed in July or early August. This provided for 200 fifty-foot mechanically refrigerated cars and 1800 ice-bunker standard cars. The mechanicals are all in service.

Underframes for two experimental 40-foot mechanically refrigerated cars, referred to in previous News Letters, have been constructed and we are waiting for car sides, expected in the next week or so. One of these cars will use a new Equipco refrigeration unit employing a secondary refrigerant; the other a scaled-down Carrier unit.

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1,000 new refrigerator cars have been authorized for construction in 1958. 500 of these will be mechanically refrigerated fifty-foot cars giving PFE a total of 1,212 of this type for frozen food loading. 500 will be mechanically-refrigerated "standard" cars to handle fresh fruits and vegetables as well as frozen foods. Many details remain to be worked out as to components and car structure design, consequently there is little information on these cars that can be disseminated at this time.

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